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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.	
10/716,248 11/17/2003		David M. Tucker	VCSre	5207	
759	90 09/07/2005		EXAMINER		
Kurt S. Meyer 7634 Braesdale			GARBER, CHARLES D		
Houston, TX 77071			ART UNIT	PAPER NUMBER	
· · · · · · · · · · · · · · · · · · ·			2856		

DATE MAILED: 09/07/2005

Please find below and/or attached an Office communication concerning this application or proceeding.

		Application	on No.	Applicant(s)			
Office Action Summary		10/716,24		TUCKER ET AL.	an		
		Examiner		Art Unit			
		Charles D	. Garber	2856			
Period fo	The MAILING DATE of this community or Reply	cation appears on the	cover sheet with the d	correspondence addres	is		
A SH THE - Exte after - If the - If NO - Failu Any	ORTENED STATUTORY PERIOD FO MAILING DATE OF THIS COMMUNION Insions of time may be available under the provisions of SIX (6) MONTHS from the mailing date of this communication period for reply specified above, the maximum state of the provision	CATION. of 37 CFR 1.136(a). In no even unication. of days, a reply within the state tutory period will apply and will, by statute, cause the app	ent, however, may a reply be tir utory minimum of thirty (30) day ill expire SIX (6) MONTHS from lication to become ABANDONE	mely filed ys will be considered timely. In the mailing date of this commu	inication.		
Status							
1)	Responsive to communication(s) filed	d on <u>20 June 2005</u> .					
2a)□	This action is FINAL . 2	b) This action is n	on-final.				
3)□	Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under <i>Ex parte Quayle</i> , 1935 C.D. 11, 453 O.G. 213.						
Disposit	ion of Claims						
5)□ 6)⊠ 7)□	Claim(s) <u>1-9</u> is/are pending in the apple 4a) Of the above claim(s) is/are Claim(s) is/are allowed. Claim(s) <u>1-9</u> is/are rejected. Claim(s) is/are objected to. Claim(s) are subject to restrict	e withdrawn from co					
Applicat	ion Papers						
9)[The specification is objected to by the	e Examiner.					
10) ☐ The drawing(s) filed on is/are: a) ☐ accepted or b) ☐ objected to by the Examiner.							
	Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).						
11)	Replacement drawing sheet(s) including The oath or declaration is objected to	•	- · ·				
Priority (under 35 U.S.C. § 119						
12)□ a)	Acknowledgment is made of a claim f All b) Some * c) None of: 1. Certified copies of the priority of 2. Certified copies of the priority of 3. Copies of the certified copies of application from the Internation See the attached detailed Office action	documents have bee documents have bee of the priority documenal Bureau (PCT Rul	en received. en received in Applicat ents have been receiv e 17.2(a)).	ion No ed in this National Sta	ge		
Attachmer	nt(s)						
1) 🛛 Notic	ce of References Cited (PTO-892)		4) Interview Summary				
3) 🔲 Infor	ce of Draftsperson's Patent Drawing Review (P mation Disclosure Statement(s) (PTO-1449 or er No(s)/Mail Date		Paper No(s)/Mail D 5) Notice of Informal I 6) Other:	Pate Patent Application (PTO-152	2)		

DETAILED ACTION

Applicant's request, made 06/20/2005, for reconsideration of the finality of the rejection of the last Office action is persuasive and, therefore, the finality of that action is withdrawn. New grounds of rejection are provided in this non-final Office Action.

Claim Rejections - 35 USC § 103

The text of those sections of Title 35, U.S. Code not included in this action can be found in a prior Office action.

Claims 1, 2, 4-9 are rejected under 35 U.S.C. 103(a) as being unpatentable over Les Graves "Deepwater pipeline flooding and pigging without connection to a surface vessel", Transactions – Institute Of Marine Engineers, Series C, 1999; Vol 111, Nr 1, pages 151-160 (henceforth referred to as "Graves") in view of Bliss et al. (US Patent 5,883,303).

Regarding claims 1, 4, 7-9, Graves discloses "pigging and flooding" (page 151) a pipeline that is "ready to test immediately" by "hydrotesting" (page 160). Graves also discloses launching the pig or pig train from a Subsea Pigging Unit (SPU) (page 151) to a "pig receiver". Graves describes "removal and recovery of the pig receiver" (page 157) in order to carry out "pig inspection". The Graves reference refers to the terms "recovery", "recover" and "recovered" only in the context of retrieving devices and equipment from the sea floor which clearly indicates to one of ordinary skill in the art that the pig receiver, which is located at the other end of the already laid pipeline, was also on the sea floor like the pig launcher.

156-157, and 160).

Graves further discloses using an "ROV" to operate a "Boost Pump" forcing sea water into the pipeline to move the pig train to the receiver (see figure 4 and pages 151,

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The action of pigging will inherently effect cleaning a pipeline by scrapping along the inner surface of the pipeline as in the instant invention and the introduction of "dye" (page 154) is for visual leak testing and "intelligent pigs" are for "Straightness" testing (page 160). In this context the SPU may be considered to be both a fill as well as test package as in the instant invention.

However, Graves does not expressly teach pumping and maintaining pressure to assure no leaks as in hydrostatic testing of the instant invention.

Bliss discloses an "apparatus and method for pigging, flooding and pressure testing pipelines". Bliss also discloses his invention is principally directed to an improved pig receiver. Conventionally intervention is required by a diver or ROV to operate the Receiver to receive the pig then manually manipulate valves to allow test pressure from the upstream side to be applied. Bliss's interest is mainly in an undersea pig receiver that allows the pig to enter "the pig receiver to allow pigging, flooding, and pressure testing of the pipeline without human intervention at the downstream end." (see column 1 lines 35-63). But more importantly, Bliss teaches it is conventional to combine pressure testing with pigging and flooding because "[a]II hazardous [material] ... pipelines are required by government regulation to be pressure tested after construction and prior to being placed into service."

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It would have been obvious to one having ordinary skill in the art at the time the invention was made to increase the pressure in the pipeline after the pig is received to a "required test pressure" where it may be "monitored by the test crew on the production facility". This will determine if there are any leaks in the conventional manner after a subsea pipeline is newly installed on the sea floor.

As for claim 2, Graves also discloses a "control and instrument panel on the unit allows ROV (or Divers) to check flow and pressure measurements as appropriate" (see figure 5 and page 156).

As for claim 5, while the Graves reference discloses the ROV making a "hot-stab" connection of the "skid based subsea pump" the reference does not expressly disclose the ROV doing so with robotic arm.

Examiner takes Official Notice that it is widely known in the art of subsea petroleum operations to use ROV's with robotic arms to make connections, turn valves and so on. Robotic arms are intended to take the place of Divers in general under sea operations. It would have been obvious to one having ordinary skill in the art at the time the invention was made to use an ROV with a robotic arm to take the place of a diver thereby reducing risk to personnel and saving time required for divers to decompress.

As for claim 6, the Graves reference figures 1 and 2 show at least the pig launcher side not yet connected to other piping or equipment. Because the pipeline remains filled with air or gas (against "the external pressure of the sea [that] exerts a high differential pressure", page 154) pending the pigging and flooding operation

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Examiner considers the pipeline is not yet connected to the other piping (except that which may be also pigged and flooded in this operation).

Claim 3 is rejected under 35 U.S.C. 103(a) as being unpatentable over Les Graves "Deepwater pipeline flooding and pigging without connection to a surface vessel", Transactions – Institute Of Marine Engineers, Series C, 1999; Vol 111, Nr 1, pages 151-160 (henceforth referred to as "Graves") as modified by Bliss et al. (US Patent 5,883,303) and applied to claim 1 above and further in view of Corbetta (US Patent 6,234,717).

Graves discloses the SPU may be lowered and raised by a crane from a surface support vehicle and positioned with assistance by an ROV (page 158). Graves, does not expressly disclose the device may be carried by the ROV.

Corbetta teaches an ROV carrying various equipment including a seal ring test system for pressure testing newly assembled section of a conduit (column 13 line 66 to column 14 line 11).

It would have been obvious to one having ordinary skill in the art at the time the invention was made to carry a pressurizing system on an ROV. Carrying subsea equipment with an ROV alleviates the inherent risk of equipment carried by divers or by surface vessels, which use lines that are subject to tangling. Surface vessels are also subject to heaving and may complicate the lowering and placement of the skid as discussed in the Graves reference.

Conclusion

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Any inquiry concerning this communication or earlier communications from the examiner should be directed to Charles D. Garber whose telephone number is (571) 272-2194. The examiner can normally be reached on 6:30 a.m. to 3:00 p.m..

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Hezron Williams can be reached on (571) 272-2208. The fax phone number for the organization where this application or proceeding is assigned is 703-872-9306.

Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see http://pair-direct.uspto.gov. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

cdg

CHARLES GARBER
PRIMARY EXAMINER